

Vehicle Views

<http://www.gsa.gov/vehiclepolicy>

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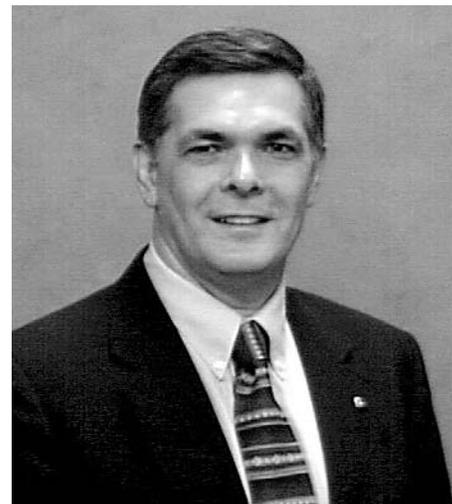
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TSA's Model Program For Using Alternative Fuel

By Joe Gerhart, TSA Fleet Manager

The Transportation Security Administration's (TSA) Fleet & Transportation Services Division believes it has a successful model for Federal agencies to use to maximize the consumption of Alternative Fuel in its AFVs. TSA Headquarters' Model will be used for the rest of the agency in using Alternative Fuel in the near future. TSA Headquarters motor vehicle pool consists of 11 mid-size sedans, Ford Taurus E85 Flex Fuel Vehicles. A central email reservation system is used for employees to reserve a vehicle for a day(s) to maximize utilization and minimize the number of vehicles in the fleet. When the employees come to obtain a vehicle the following information is provided:

- Daily utilization sign out sheet, fuel card and keys.
- SOP requirement to use E85 fuel when refueling vehicle.
- Map and directions on how to fuel E85 fuel.
- Written reason why TSA is using Alternative Fuel.
- Driver responsibilities and where to park the vehicle.



TSA's first Fleet Manager, Joe Gerhart

- Drivers are instructed to fill up with E85 fuel if fuel tank is less than 1/2 full.
- Determine time and length of use of the vehicle. In the event employees use the vehicle for an overnight trip outside of the Washington Metropolitan area, we provide employees with locations of the other E85 locations and inform them to fill up the tank with E85 prior to leaving. If the fuel will be expended prior to return, the Standard Operating Procedure (SOP) is to only fuel up with

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enough fuel to return to headquarters, then refuel with E85 fuel prior to returning the vehicle.

- A Monthly Alternative Fuel Report is provided to management. The Report is published and posted on the fleet intranet web page.

Strategies used in the event employee uses unleaded regular gasoline;

- Upon return, employee is questioned why E85 was not used and an email is sent to the employee advising him/her

reasons why E85 should be used.

- An employee database is maintained to identify repeat violators.
- If same employee uses unleaded regular a second time, an email is sent to the employee and the next higher-level management official.

TSA kicked off its TSA Headquarters central motor vehicle pool in July 2003. Since that time the percentage of E85 used has been 82.13%. The following Monthly AFV Utilization Fuel Report is as follows:

Monthly AFV Fuel Utilization Report						
July	Aug	Sept	Oct	Nov	Program To Date	
93%	85.9%	79.1%	81.9%	74.1%	82.13%	

Although this percentage is less than 100%, legitimate reasons, such as extended trips outside the Washington, DC area, can be analyzed to maximize the use of alternative fuel. The above report includes all fuels used.

Federal agencies interested in obtaining copies of the SOP and or AFV Fuel Reports can contact Joe Gerhart at 571-227-2064 or email: joseph.gerhart@dhs.gov ■

A sample of the Monthly Utilization Report looks like this:

For TSA Owned Vehicles Only HQ											
Alternative Fuel			Unleaded Regular Gasoline				All Fuel		All Fuel		% E85
E85	E85	E85									
Total Cost	PPG	Total Gallons	Total Cost	PPG	Total Gallons	Total Cost	Total Gallons				
\$882.73	\$1.990	447.105	\$202.75	\$1.700	123.938	\$1,085.48	571.043			78.30%	

FedFleet 2004

The Road to the Future is Now



The Fourth National Federal Fleet Manager Workshop and Information Fair

Jacob K. Javits Convention Center
New York, New York, July 20 – 22, 2004

The Federal Fleet Policy Council, the GSA Office of Governmentwide Policy, and GSA Fleet are proud to bring the premier federal fleet event of 2004 to New York, New York.

FedFleet 2004 will provide three full days of training. There will be something for everyone in all positions and at all levels. The workshop training sessions and the exhibit hall vendors will help you stay abreast of innovative fleet information, technology, and trends.

Network with fellow fleet professionals from federal, state, local, and foreign governments and the private sector – make helpful contacts – share your experiences – discover best practices – ask challenging questions – learn from others' knowledge — improve your job performance.

Please check back often to www.fedfleet.org for important information and continual updates.

See **YOU** in the Big Apple in July 2004! And remember...

“The Road to the Future is Now” and all roads lead to New York, New York!

Thinking Sustainably: Designing Transportation for a Sustainable Future

Brian F. Natrass, Ph.D. & Mary E. Altomare, M.A.



Brian F. Natrass, Ph.D.



Mary E. Altomare, M.A.

In this hands-on workshop we will examine the significance of sustainability to transportation systems, and the critical importance of transportation systems to creating a more sustainable future, both nationally and globally. Participants will explore *The Natural Step Framework for Sustainability*, an approach to sustainability based on scientific principles and a living systems model – now being adopted by a growing number of U.S. government agencies and major corporations – and will have the opportunity to practice applying the sustainability framework to transportation issues.

During This Workshop Session Come Get Straight Answers to Your Burning Questions From Those “In-the-Know”!

Ask the Expert Q-&-A Panel

Thursday, July 22, 2004, 1:30p.m. – 3:00p.m.

This workshop will be “Talk-Show Host” style with a moderator. The panelists are associates from different federal government programs. The moderator will direct questions from the attendees to these subject-matter experts. Suggested question topics include: Home-to-Work, Authorized Use of a Federal Motor Vehicle, Canadian and Mexican Insurance, use of rental cars while on Official Duty Travel (TDY), and the issues of liability coverage while using a rental car on TDY.

Panelists:

Jack Kelly

Office of Management and Budget

Lennard S. Loewentritt

GSA, Office of General Counsel

Mike Moses

GSA, Office of Governmentwide Policy

Gary Lind

U.S. Navy

Bill Webster

GSA Fleet

Rob Blackstone

GSA Automotive



Spring Will Be Coming and Cleaning Will Begin...

Spring is coming and cleaning will begin. Let's face it; old man winter can cause an array of troubles. Everything from broken branches to downed power lines, from potholes to sink holes can be caused by extreme winter weather conditions. When winter comes to an end it's time to throw open the shutters, roll up the rugs and engage in some heavy duty cleaning. But, sometimes the toughest part of

spring cleaning is getting started. GSA Automotive can provide you the right tools to make the job manageable, under GSA Automotive's Vehicular Multiple Award Schedule (VMAS) 23V.

With just one look on Schedules E-library or **GSA Advantage!** everything needed to manage the clean up left by the heavy winter weather can be acquired.

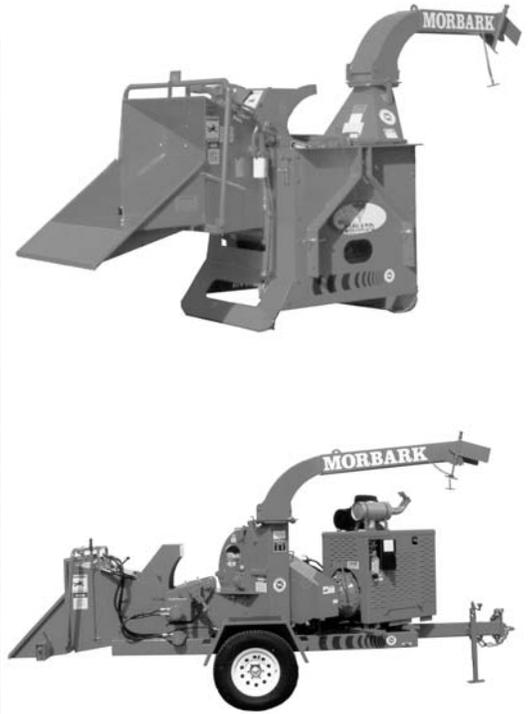
For those broken branches and downed trees, Special Item Number (SIN) 271-105, Woodchipping/Shredders, Stump Removal and Tub Grinding Equipment is everything you may need. This SIN covers a variety of manufacturers, commercial models and options for woodchippers, shredders, stump removers and tub grinding equipment. Also, SIN 271-108 provides for all your spare part and accessory needs.

For potholes and road repairs, SIN 271-106, Street Repair and

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VehicleViews



SPRING CLEANING from page 4

Miscellaneous Equipment, has the products and equipment you need to get the job done. All the products you could ever need for road repair can be found under this SIN. Products include, descaling equipment, traffic line removers, direct and indirect mixers, road kettles, walk-behind rollers, compactor equipment, concrete vibrators and asphalt heaters and kettles. SIN 271-108 also provides spare parts and accessories for Street Repair equipment.

As for the roads that didn't get hit too badly by the winter weather, or are newly repaired that could still use a little more polish and shine.

SIN 271-104 has street sweepers and scrubbers, for all your road cleaning and clearing needs.

For our customers who have really heavy duty cleaning ahead of them, see SIN 271-101, Construction Equipment. This SIN includes such products as wheeled and tracked tractors, loaders (front end with or without backhoes), skid steer loaders, excavators, crawler dozers, tool carriers, track-type loaders, motor graders, scrapers, load alls, rider operated dump vehicle, rider operated ditchers/trenchers (tracked or wheeled), wheeled and tracked cranes (rough terrain; all terrain and highway). For attachments to skid steers, trucks, tractors and backhoes, see SIN 272-101,

Construction Equipment Attachments.

Though it can be a long and tedious job, arming yourself with the correct products can make your spring cleaning a much less daunting task. Please look for the above Special Item Numbers and products at www.gsaelibrary.gsa.gov and www.gsaadvantage.gov. If you require assistance or have questions, call GSA Automotive's Customer CARE, Marketing and Systems Division at (703) 308-CARS. ■

From the West Coast

**By Nate Reed, West Coast Representative,
Federal Vehicle Policy Division, Office of Governmentwide Policy,
U.S. General Services Administration**

On November 4, 2003 our "SEVENTH" Local Federal Fleet Policy Council (FedFleet) Chapter was officially established in Fairbanks, Alaska. The meeting was held at the Department of Interior, Bureau of Land Management Fairbanks Office, Fairbanks, AK.

For this inaugural meeting I was joined by Jenna Crowson, J. R. Bickmore and Phil Jones from the GSA Anchorage Fleet Management Center. The meeting was well attended by representatives of federal organizations located in and around the Fairbanks, Alaska area.

The following organizations were represented: GSA, Army, Army Corp of Engineers, Air Force, Department of Agriculture (USDA)-Food and Drug Administration, Department of Interior (DOI)-National Park Service, Department of Transportation-Federal Aviation Administration, Department of Health and Human Services, DOI-Bureau of Land Management, National Oceanic Atmospheric Administration, Department of Treasury-Bureau of Alcohol, Tobacco and Firearms, DOI-Bureau of Indian Affairs, and USDA-Forest Service. Other organizations represented were Alaska Air Pollution Control

Administration, Alaska School District, Alaska Job Corps and Evertech.

I emphasized that the real value of local FedFleet chapters are: 1) building of strong partnerships between organizations, 2) establishing and maintaining lines of communications, and 3) bringing real world experiences into the Federal policy decision-making arena.

A Steering Committee was selected and our next meeting in Fairbanks will be scheduled during April of 2004. ■



Kurt Buehler, Chemical Engineer at NFESC, checks out the biodiesel processing unit at the base.

U.S. Navy to Produce Its Own Biodiesel

Alternative Fuel Helps Strengthen U.S. Energy Security, Protect the Environment

By Jenna Higgins

The largest diesel fuel user in the world is making a significant move in the drive for domestic energy security. At Naval Base Ventura County (NBVC) in Port Hueneme, California, U.S. Navy leaders announced plans to recycle the Navy's used cooking oil by

processing it into cleaner burning biodiesel for use in its diesel vehicles. Biodiesel is an established, commercially available fuel that works in any diesel engine, and the Department of Energy calls it the fastest growing alternative fuel in America.

The Naval Facilities Engineering Service Center (NFESC) is partnering with Santa Barbara-based Biodiesel Industries, Inc., a biodiesel manufacturer and technology provider. Using a modular biodiesel processing unit, the base will collect its used cooking oil and transform it into biodiesel through a chemical process known as transesterification. Biodiesel can be made from any fat or vegetable oil, such as soybean oil. It's nontoxic, biodegradable and works in any diesel engine with few or no modifications. Although biodiesel contains no petroleum, it can be blended with petroleum diesel at any level, the most common blend level being 20 percent biodiesel mixed with 80 percent diesel (B20).

The U.S. Military is one of the largest users of B20, but this is the first attempt to create a self-sustaining plant. If the project is successful, ultimately the Navy could send portable biodiesel processing units overseas to produce its own fuel while on missions abroad.

"This is a win-win," said Kurt Buehler, Chemical Engineer at NFESC. "By producing our own biodiesel from used cooking oil, we can eliminate a solid waste disposal problem on bases. In return, our diesel vehicles will burn cleaner, and we'll be using less foreign oil."

"I think it is significant to note that the Navy is charged with protecting shipping routes to import petroleum to the United States," said Joe Jobe, executive director of the nonprofit National Biodiesel Board. "I admire the military leaders who have the foresight to use their existing

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resources to create cleaner burning biodiesel. The Navy is the largest diesel fuel user in the world, and they're working proactively and creatively to use more renewable fuel. It's truly groundbreaking."

The demonstration validation plant's annual capacity is one million gallons. The base plans on using 20,000 gallons a year. Nearby Channel Islands National Park, which has used biodiesel for several years to help meet its goal of making the islands petroleum-free, will use 20,000 gallons a year. Ventura County will also use 20,000 gallons annually.

The U.S. currently imports approximately 60 percent of its oil -- of that, 800,000 barrels of oil a day come from Iraq.

"If you look at what it costs to send a gallon of diesel overseas, there is a potential to reduce the logistics tail when deploying since we're already sending vegetable oil overseas

anyway to cook for the troops," Buehler said. "It also gives us energy security for Navy bases. If petroleum gets cut off, we can keep the base running on biodiesel. So in addition to reducing dependence on foreign oil, producing our own biodiesel could provide a tactical advantage in case of crisis."

"This is the culmination of four years of working with the US Navy," said Russell Teall, president of Biodiesel Industries. "Our research and development of the Modular Production Unit has been completed and implemented in our civilian plants in Las Vegas and Australia. Now, with the cooperation of NFESC we hope to continue making improvements so that it can soon be deployed at military installations around the world."

The U.S. Army, Navy, Air Force and Marines all use B20 at different bases and stations throughout the country and have used about 50 thousand gallons of B20 a year since 2001. The switch to biodiesel was virtually seamless, according to Transportation Director Gary Passmore. "Older equipment took a filter change, but newer equipment needed nothing," he said. "It went so smooth that no one really noticed."

Biodiesel is the only alternative fuel to have completed the rigorous Health Effects testing required by the Clean Air Act. Results show biodiesel poses less of a risk to human health than petroleum diesel. The Environmental Protection Agency (EPA) recently released a comprehensive technical report of biodiesel emissions data that shows the exhaust emissions of particulate

matter from pure biodiesel are about 47 percent lower than overall particulate matter emissions from diesel. Breathing particulate has been shown to be a human health hazard. Biodiesel emissions also reduce by 80 to 90 percent potential cancer causing compounds called Polycyclic Aromatic Hydrocarbons (PAH) and nitrated PAH. Biodiesel also reduces emissions of total unburned hydrocarbons, a contributing factor to smog and ozone, by about 68 percent. Carbon monoxide is reduced by about 48 percent.

Biodiesel has similar horsepower, torque and BTU content compared to petroleum diesel. It offers excellent lubricity and higher cetane than diesel fuel. Biodiesel is registered with the EPA as a fuel and fuel additive. About 350 major fleets currently use biodiesel nationwide.

Readers can learn more about biodiesel by visiting <http://www.biodiesel.org>. Readers can learn more about Biodiesel Industries at <http://www.pipeline.to/biodiesel>. ■

National Biodiesel Conference and Exposition 2004

February 1-4, 2004

Palm Springs, California

9th Annual National Ethanol Conference: Policy & Marketing

Feb. 16 -18, 2004

Fontainebleu Hilton Hotel

Miami Beach, Florida

The Journey Continues! National AFV Day Odyssey Showcases Alternative Fuels Events Nationwide

National AFV Day Odyssey is the spark of an idea that ignited a vision for America. This well-defined national public awareness event touts the benefits of alternative fuel vehicles to fleet managers and consumers at individual locations from the East to the West Coasts and from Hawaii to British Columbia.

The National Alternative Fuels Training Consortium (NAFTC) and its partners will coordinate these events across the country and in Canada. Plans are well underway with nearly 50 sites signed up already. Early reports indicate that activities will include “ride and drive” demonstrations of vehicles from Toyota, Honda and GM, as well as presentations on the many alternative fuels available and the technology that makes them a cleaner choice in transportation. All of these events will be held on the same day, April 2, 2004.

The 2002 inaugural event report showed that more than 17,000 individuals attended National AFV Day Odyssey events at 51 sites in 31 states. Odyssey was the largest alternative fuels event ever held in the U.S., and its success helped to spread the AFV message across the nation.

Meg Baughman, Lead Developer and Co-Coordinator of National AFV Odyssey Day events said, “We weren’t just preaching to the choir in 2002. Besides the 17,000 people who attended an Odyssey event, we estimate that thousands more heard the AFV message that day through the media.” Baughman, who surveyed Odyssey Day attendees in 2002,

Anticipating another triumphant Odyssey Day, Al Ebron, NAFTC Executive Director and Odyssey Coordinator said, “Alternative fuel vehicles used to be a well-kept secret, but thanks to Odyssey, the message is getting out—AFVs are the cleaner, smarter choice in transportation. They’re better for the environment, and they give us a way to reduce our dependence on foreign oil. That’s a message that makes good sense for America.”

National AFV Odyssey Day has three goals: to heighten public awareness of AFVs as a choice for consumers and fleet owners; to increase public recognition of the alternative fuels industry and the technology available to consumers; and to strengthen partnerships

within the AFV industry. Creating local Odyssey committees helps to build these partnerships and encourages wider involvement in AFV-oriented activities.

AFV Odyssey recognizes that no single alternative fuels solution works in every region of the country, which means that every site will customize its activities for the needs and interests in its region. However, Odyssey’s look, feel and message will

April 2, 2004
Experience the Excitement

- ~ Join the fun! See the trends! Find the options!
- ~ Discover how powerful the choice to use Alternative Fuel Vehicles can be.
- ~ Multiple sites nationwide. Find the Odyssey event nearest you.

www.NationalAFVDayOdyssey.org
National AFV Day Odyssey is coordinated by the National Alternative Fuels Training Consortium with the support of its national partners.

reported that the nationwide events achieved the goal of raising public awareness of alternative fuel vehicles (AFVs). “More than 70 percent of our survey respondents said they learned something new about AFVs,” Baughman said. “And even more exciting than that, nearly 90 percent of those surveyed said they’d test-drive an AFV before purchasing their next car. Prior to Odyssey, our survey shows that only half that number would have test-driven an AFV!”

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be consistent throughout the nation. Each local coordinator will receive a planning notebook filled with event ideas and more than 90 checklists, aids, and templates to help spread the National AFV Day Odyssey message.

"We want every site in the country to develop its own activities for Odyssey," said Al Ebron. "But the message remains the same—AFVs are one solution to America's energy crisis, and we want to get the word out to fleet owners, decision makers, the automotive industry, and to consumers. On April 2, 2004, every Odyssey site will be doing its share to create a new and better vision for America—a cleaner, environmentally conscious America that relies on its own energy resources."

Attend a National AFV Day Odyssey event and experience the excitement! Drive an AFV and learn about the benefits of alternative fuels. See the trends in AFV technology, meet the experts in the alternative fuels industry and explore ownership opportunities. Find out about tax credits for AFV purchases, and discover AFV training and job opportunities. To get on board with a National AFV Odyssey Day event in your area or for more information, contact our Odyssey Manager at Odyssey2004@mail.wvu.edu. or see www.NationalAFVDayOdyssey.org.

Contact: Meg Baughman, (304) 293-4221, ext. 3402
(Meg.Baughman@mail.wvu.edu)

Kathleen Kennedy (304) 293-7882
(Kathleen.Kennedy@mail.wvu.edu)

University of Idaho, National Biodiesel Board Receive \$960,000 in Biodiesel Fuel Education Grants

Agriculture Secretary Ann M. Veneman announced the selection of the University of Idaho (UI) and the National Biodiesel Board to receive \$960,000 in grants to work together as partners to conduct a Biodiesel fuel education program.

The National Biodiesel Board was awarded \$770,000 to create educational programming and the University of Idaho was awarded \$190,000 to provide technical support for the effort.

The purpose of the grants, which were awarded on a competitive basis, is to develop an educational program to target governmental and private entities that operate vehicle fleets. The program will address issues previously identified by fleet operators and other potential users of this alternative fuel, including the need to balance the positive environmental, social and human health effects of Biodiesel consumption with the increased cost per gallon. In addition, these grants will be used to inform other interested groups and the general public about Biodiesel fuel use.

Biodiesel – which can be made from almost any agricultural oil or fat, including soybean oil, animal fats, and recycled greases – has many environmental and health benefits. It is biodegradable, and when burned by itself or in a blend, produces less

sulfur dioxide, carbon monoxide, cancer-causing compounds, particulate matter and other forms of air pollution, compared to conventional diesel fuels.

Section 2004 of the 2002 Farm Bill authorizes a total of \$4.8 million for fiscal years 2003 through 2007.

A special thanks to Julie Shain, Manager, GSA, Boise Fleet Management Center, Chairperson of our Boise, Idaho Local Federal Fleet Policy Council (FedFleet) Chapter and our other chapter members who are playing an important roll in the development of biodiesel infrastructure within the state of Idaho. Also, for their commitment to promote and utilize this alternative fuel whenever and wherever possible.

For more information contact Bill Loftus, UI Agricultural Communication, at: 208-885-7694 or bloftus@uidaho.edu

David F. Ferguson
Idaho Soil Conservation
Commission
Agriculture Program Specialist -
Riparian Specialist
P. O. Box 790, Boise ID 83701
(208) 332-8654
(208 334-2386 (fax)
dferguso@agri.state.id.us ■

Hennepin County, Minnesota Announced Its Diesel Equipment Will Run On 5% Biodiesel

Hennepin County announced that all of its diesel equipment would now run on 5% biodiesel blends. This will include 175 diesel engines and roughly 370,000 gallons per year.

What's more the county has developed a cooperative bid process in which other counties and municipalities are able to join them in biodiesel purchasing. For example, Washington County and the city of Minneapolis have joined with Hennepin to purchase biodiesel from LubeTech of Golden Valley. Those fleets are free to use whatever blends work best for them, such as B20.

The American Lung Association of Minnesota's (ALAMN) position is:

1) to commend the Hennepin County Board of Commissioners for taking this step;

2) to recognize the county for taking another proactive stance as they have done previously with their E85 flexible fueled vehicles and hybrid-electric vehicles; and

3) to acknowledge the significant impact their cooperative bid will have on pulling more biodiesel blends into local fleet use.

The ALAMN is grateful to Dana Albers, Hennepin County Fleet Administrator for his dedication and hard work on this project.

For more information contact Tim Gerlach (ALAMN) at: 1-800-LUNG-USA or www.CleanAirChoice.org ■

U.S. Postal Service

Washington, DC
MetroArea

The USPS in the Washington, D.C., metropolitan area is operating at least 424 AFVs. The AFVs include 48 CNG vehicles in the District of Columbia; 116 CNG vehicles in Bethesda, MD; 103 CNG vehicles in Riverdale, MD; 75 CNG vehicles in Reston, VA; 78 CNG vehicles in Woodbridge, VA; and four electric vehicles in Fairfax Turnpike, VA.

The USPS was recognized for adding 508 flexible fuel AFVs during the past year, bringing the total number of AFVs in the Metropolitan Washington region to more than 1000.

For more information contact:
Metropolitan Washington Clean Cities Coordinator
George Nichols at: 202-962-3355
■

GSA recycles!

National Sleep Foundation Launches New Web Site Dedicated to Preventing Drowsy Driving

A new Web site dedicated exclusively to preventing the nationwide problem of drowsy driving has been launched by the National Sleep Foundation (NSF). This comprehensive NSF site, www.drowsydriving.org, is the first of its kind, providing a collection of the latest information and resources to help raise awareness about a common, though often ignored problem that injures and kills thousands of people every year.

“Sleepiness has no place on the road. Yet crashes caused by a driver who was drowsy or actually fell asleep behind the wheel occur almost daily in this country and in countries around the world,” notes Richard L. Gelula, NSF’s executive director. “This new Web site is the first of many new NSF initiatives dedicated to preventing drowsy driving and the needless deaths and injuries that often result.”

According to NSF’s annual Sleep in America polls, about one-half of adult drivers – some 100 million people – say they have driven feeling drowsy, while 17 percent, about 32 million people, say they have actually fallen asleep at the wheel. The National Highway Traffic Safety Administration (NHTSA) conservatively estimates that 100,000 police-reported crashes are the direct result of driver fatigue each year, resulting in an estimated 1,550

deaths, 71,000 injuries and \$12.5 billion in monetary losses including diminished productivity and property loss.

Visitors to www.drowsydriving.org can get tips that describe warning signs and symptoms of the onset of sleepiness and actions to follow if one becomes sleepy behind the wheel. Tools for better sleep, including sleep tips selected from NSF materials, will be provided along with information targeted specifically to at-risk groups such as teens, shift workers and commercial drivers. Those seeking information about new detection devices will find them listed along with criteria the devices must meet to be considered effective and valid.

Additional tools and resources are available for drivers of all ages, employers and teachers. There are also special features for researchers, academics, policymakers and advocates working to prevent the injuries and deaths that result each year because of drowsy drivers. These include research studies and surveys on drowsy driving, and links to other research and related documents listed by subject category for easy reference.

NSF encourages companies, schools, institutions, unions, organizations and government agencies to link to

www.drowsydriving.org. A special “Link To This Site” feature is provided to facilitate greater awareness and use of the prevention information.

NSF will use the new site to try to get more people involved as advocates on the issue at the state and local levels and within institutions. www.drowsydriving.org visitors can join the call to action by urging their elected officials to address sleep-related issues.

The new Web site also will feature updates on reported drowsy driving crashes, press articles, and legislative actions as well as a special “memorial page” designated for stories about people whose lives have ended because of drowsy driving.

www.drowsydriving.org is the first of many new phases of NSF’s “Drive Alert...Arrive Alive” campaign to raise awareness about the dangers of driving while feeling drowsy. It will be followed by a major report from NSF early next year on recommended preventive actions that can be taken in the public and private sectors at the national, state and local levels.

The National Sleep Foundation is an independent nonprofit organization dedicated to improving public health and safety by achieving public understanding of sleep and sleep disorders, and by supporting public education, sleep-related research, and advocacy. NSF is based in Washington, DC.

Contact: Marcia C. Stein at: (202) 347-3471 x205. ■

TAME THAT ALLIGATOR!

You CAN be an Alligator Tamer. It's easy!

Every day motorists are endangered by countless road alligators on highways everywhere. These road alligators are mean, ugly and dangerous!

Yet, road alligators can easily be tamed just by paying better attention to a few basic rules.

Rule one: Check your air pressure on a regular basis using a properly calibrated tire gauge. Do NOT thump your tires to determine if they need air. If you think you can really determine whether your tires need air by thumping them, you might as well thump the hood of your truck at the same time to determine if you need oil.

Rule two: Be certain each tire in a dual wheel position carries the same amount of air as it's mate and that both tires are within an acceptable diameter range. Otherwise, both tires are in jeopardy and you are setting yourself up for a tire failure -- and maybe even two tire failures. The TRIB web site, www.retread.org, has an excellent article titled *Matching of Tires on Dual Wheel Positions*. The article provides guidelines on how to properly maintain duals. It is worth reading and sharing with everyone in your organization who touches tires. It can be found in our Tires from A-Z section on our web site.

Rule three: Check your vehicle alignment on a regular basis. A properly done front-end alignment doesn't cost, it pays! Your drivers will



love the difference a properly aligned vehicle makes and so will your tires.

The Tire Retread Information Bureau has a vested interest in continually bringing you information about proper tire maintenance. We want your tires, hopefully retreads, to be trouble free so that you can concentrate on more important things than being stuck on the side of the highway at three in the morning after having thrown an alligator on the highway.

You CAN do it. Be brave. Tame that alligator! We will all be better off if you do.

For a free Retread Tire Information Packet which includes our booklet, *The Importance of Proper Tire Inflation*, and a video about tire maintenance, contact the Tire Retread Information Bureau toll free at 888-473-8732 or by e-mail: info@retread.org. We will also be happy to arrange for a tour of a retread plant close to where you live. This is GUARANTEED to make you a believer in today's modern retreads.

Contact: Harvey Brodsky at: (831)-372-1917 or info@retread.org ■



Child Passenger Safety Week February 8 – 14, 2004

Imagine if nine out of 10 of your fleet vehicles contained faulty safety belts. A design flaw had put the shoulder strap across a driver's neck and placed the lap belt too high. What if there was a crash and, because the driver put the misplaced shoulder strap behind him, he suffered a head injury?

You would have a problem.

America's parents have a problem. Only one out of 10 of their four- to eight-year-olds are riding in booster seats, the car seats designed to elevate children so the safety belt fits them properly. That means nearly nine out of 10 are not properly restrained.

Would you feel safe letting nine out of 10 of your fleet drivers leave the lot not properly restrained?

Parents should think the same way, and more are recognizing the value of booster seats. Still, as we prepare for Child Passenger Safety Week this February, we should redouble our efforts to get children into booster seats.

The risks are real. When children are graduated too quickly to a safety belt alone, they run a higher risk of head and stomach injuries in a crash, as well as the risk of being thrown out of the car or truck. One study showed that children age two to five who are moved to safety belts too early are four times more likely to sustain a serious head injury than those restrained in child safety seats or booster seats.

Safety belts are designed for adults. Booster seats fill the gap, positioning children too large for toddler car

seats up higher so the belt fits them properly. Booster seats typically cost between \$15 and \$125, and can be found at many large discount and baby product stores or web sites.

The National Highway Traffic Safety Administration recommends all children use booster seats at least until age eight, unless they are at least 4-feet 9-inches tall (and few are).

A booster seat is one of the four steps to child passenger safety:

- Infants should be placed in rear-facing infant seats in the back seat until they are at least one year old.
- As they get older, and become toddlers, children who are between 20 and 40 pounds should be placed in forward-facing toddler seats.
- After about age four, children then move to booster seats until they are tall enough for the final step – safety belts alone. (Children 12 years old and younger should always remain in the back seat, regardless of how they are restrained).

There was a time when car seat use was rare. But now, nearly all parents and caregivers place their infants in rear-facing car seats and most put toddlers in car seats. Then car seat use rates plummet after age four.

Anyone who manages a fleet of vehicles knows how important it is to have drivers properly restrained. As we approach child passenger safety week this year, consider making a recommendation that reaches beyond your fleet lot. Consider suggesting a booster seat to a parent or caregiver eager to protect the most precious cargo they know – their kids. ■

NSF's National Sleep Awareness Week® Campaign Scheduled For March 29-April 4

2004 Theme is "Sleep! It's A Healthy Choice"

The seventh annual National Sleep Awareness Week® campaign that is helping to change Americans' understanding about sleep takes place March 29-April 4. Sponsored by the National Sleep Foundation (NSF), the week-long effort promotes the importance of a good night's sleep for good health, safety, productivity and overall well-being. It takes place the week leading up to the return of Daylight Saving Time, ending the morning when clocks "spring ahead" throughout the country, and too many people choose to lose an hour of sleep.

A highlight of the Week is the release of NSF's annual Sleep in America poll, which this year will focus on the sleep habits of children and their primary caregivers. The poll is scheduled to be released on Tuesday, March 30.

Another key event -- NSF's Fourth annual "Night of a Thousand Dreams" gala -- takes place Monday evening, March 29, at the Ritz Carleton Hotel in Washington, DC. The Gala provides the setting for NSF to present its "Sleep Leadership Awards" and the opportunity to raise funds for its education, research, and policy programs.

The National Sleep Awareness Week campaign is supported by a coalition of diverse partners including sleep centers who comprise NSF's Community Sleep Awareness Partners® (CSAP) program, and Cooperative Co-Sponsors, who include state and federal agencies, health, education and safety organizations, unions, and associations who help to increase awareness of sleep issues through their own local and organizational initiatives. Many partners schedule

an array of activities and events during National Sleep Awareness Week, ranging from sleep-related articles in internal publications to health fairs, "sleep walks" and even snoring contests -- all to highlight the importance of a good night's sleep and the treatment of sleep disorders.

For the latest National Sleep Awareness Week information, activities, poll results, and a list of partners and sponsors, visit NSF's Web site, www.sleepfoundation.org.

National Sleep Awareness Week is a registered trademark of the National Sleep Foundation. Use of this trademark and the related logo in advertising or promotions of any sort is limited to 2004 National Sleep Awareness Week sponsors, Community Sleep Awareness Partners, and Cooperative Co-sponsors. ■

GSA plays it safe!

FACT SHEET Commercial Driver's License (CDL)

- Seven new provisions in the regulation address the following: disqualification for driving while suspended, disqualified, or causing a fatality; emergency disqualification of drivers posing an imminent hazard; expanded definition of serious traffic violations; extended driver record check; new notification requirements; masking prohibition; disqualification for violations obtained while driving a noncommercial motor vehicle (CMV).
- The Motor Carrier Safety Improvement Act of 1999 requires the agency to withhold Motor Carrier Safety Assistance Program grant funds from the states if they do not comply with the regulation.
- A new masking prohibition does not prevent a conviction from appearing on a driver's record and requires making conviction information available to authorized parties.
- Applicants for an initial CDL, and those transferring or renewing a CDL, must provide state driver licensing agency personnel with the name of all states where previously licensed for the past ten years to drive any type of motor vehicle, allowing state officials to obtain an applicant's complete driving record. The final rule limits this record check to CDL drivers initially renewing their license after the effective date of this rulemaking.

- States must maintain a CDL driver-history record noting an individual's convictions for state or local motor-vehicle traffic-control laws while operating any type of motor vehicle. Information on these convictions and other licensing actions must be kept a



- minimum of three years. Disqualifying offenses range from three years to life.
- The Federal Motor Carrier Safety Administration (FMCSA) may prohibit a state from issuing, renewing, transferring, or upgrading CDLs if the agency determined the state is in substantial noncompliance with the CDL licensing and sanctioning requirements.
- The new rule specifies applicants must pass both a knowledge and a skills test to obtain a new school-bus endorsement. The regulation requires the FMCSA to create a new endorsement CDL holders must obtain to operate a school bus.
- Under the new regulation, a driver may apply for a CDL from another

state if the state he lives in was decertified and if the other state to which he applies elects to issue that license. States are authorized, but not required, to issue nonresident CDLs to such drivers.

- States with a school-bus-licensing program meeting or exceeding FMCSA requirements may continue to license school-bus drivers with that program. States have the option to not require applicants for the school-

bus endorsement to take the skills test when the applicant has experience driving a school bus and meets safety criteria.

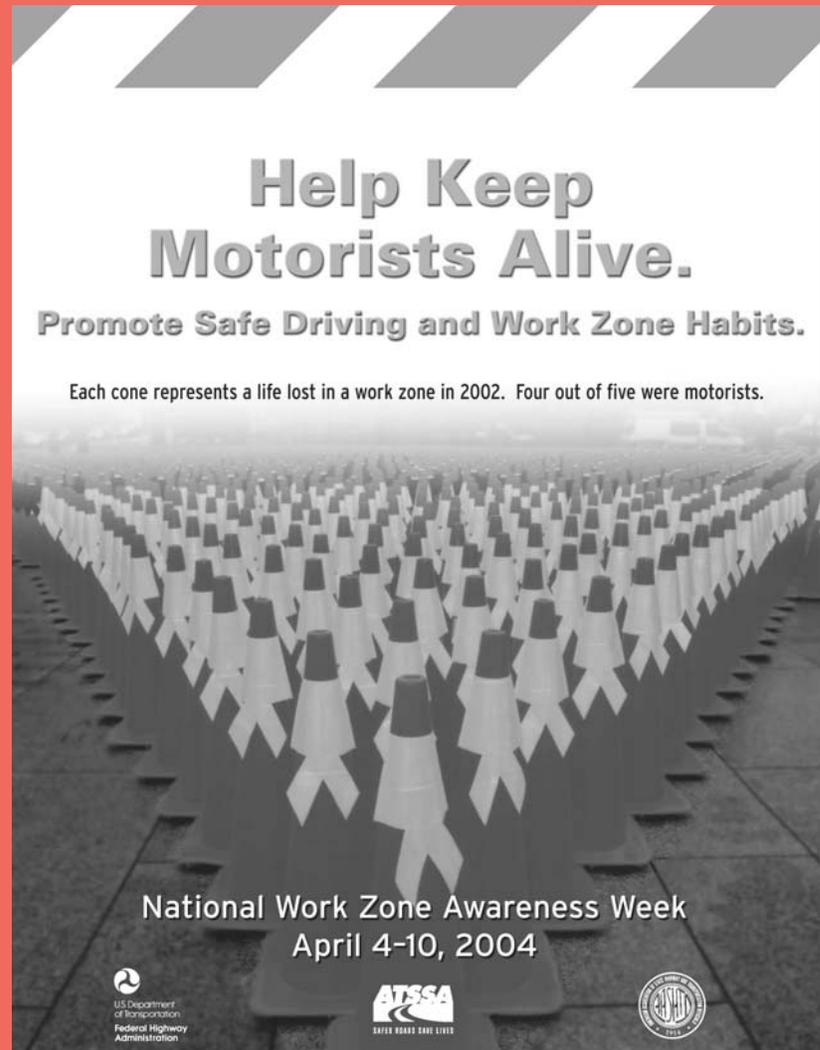
- A CDL disqualifying offenses section was revised to show driver violations for CDL holders and a CMV. The charts describe an offense and the ensuing penalty.
- The regulations add these serious traffic violations: driving a CMV without obtaining a CDL; driving a CMV without a CDL in the driver's possession; and driving a CMV without the proper CDL and/or endorsement. Driver disqualification can result if a driver is convicted two or more times within a three-year period.
- States must be connected to the CDLIS and the National Driver

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FACT SHEET from page 16

Register (NDR) to exchange information about CMV drivers and traffic convictions and disqualifications. A state must check CDLIS, NDR, and the current State of licensure before a CDL can be issued, renewed, upgraded, or transferred to make sure the driver is not disqualified or has a license from more than one state. Employers, including motor carriers, are authorized users of CDLIS data and, therefore, have access to an employees' or an applicants' driving record.

- New notification requirements necessitate that states inform CDLIS and the state issuing the CDL no later than 10 days after disqualifying, revoking, suspending, or canceling a CDL, or refusing to allow someone for at least 60 days to operate a CMV. Beginning three years after the final rule's effective date, notification of traffic-violation convictions must occur within 30 days of the conviction. Six years after the final rule's effective date, notification of traffic-violation convictions must occur within ten days of the conviction.
- States whose CDL program may fail to meet compliance requirements, but are making a "good-faith effort" to comply with the CDL requirements, are eligible to receive emergency CDL grants.
- The FMCSA decided to merge all the CDL provisions into one final rule with one effective date because they were so closely related to one another. ■



The poster features a large number of white traffic cones arranged in a grid on a road surface, receding into the distance. The text is centered and reads: "Help Keep Motorists Alive. Promote Safe Driving and Work Zone Habits." Below this, a smaller line of text states: "Each cone represents a life lost in a work zone in 2002. Four out of five were motorists." At the bottom, it says "National Work Zone Awareness Week April 4-10, 2004". Logos for the U.S. Department of Transportation Federal Highway Administration, ATSSA (American Trucking Solutions Society), and the National Safety Council are visible at the bottom.

In 2002, 1,181 people were killed in work zone-related crashes. Four out of five of them were motorists. Events held during the 5th annual National Work Zone Awareness Week will increase media and public awareness of the importance of staying alert and obeying the speed limit while driving through work zones.

Changes in Traffic Control Devices to Help Older Drivers, Pedestrians, Bicyclists, Workers

Fluorescent pink signs to alert drivers to traffic crashes, large print on road signs for older drivers, and "animated eyes" to caution pedestrians at intersections are among the improvements federal highway engineers are recommending states consider to make travel safer and easier. The recommendations are included in the Federal Highway

Enhancements in the 2003 edition of the Manual on Uniform Traffic Control Devices (MUTCD) include increased letter size on street signs and turn-path pavement markings at intersections meant to help older drivers. For pedestrians, the new manual includes guidelines for "animated eyes," electronic signs that mimic back-and-forth eye movements

signs to alert drivers to traffic incidents, such as crash sites, closed exits and detours. It also provides for location and direction of travel reference signs that will be posted at shorter intervals than the current "mileposts," such as every one-tenth mile. These signs will help drivers and emergency responders in reporting and locating sites of breakdowns,



Administration's (FHWA) update of a publication used nationally by state and local transportation agencies in designing and placing traffic signs and signals and pavement markings.

These new standards and guidance for traffic control devices, like highway signs and traffic signals, will increase safety and mobility for older drivers, pedestrians, bicyclists and construction workers, U.S. Transportation Secretary Norman Y. Mineta said.

"Safety is the Bush administration's top transportation priority, and our new guidance underscores that commitment by taking into account the diverse safety needs of many audiences," Secretary Mineta said. "At the same time, these recommendations seek to make roads more user-friendly for all drivers and to benefit everyone."

to serve as a reminder to look both ways before crossing a street; "countdown signals" that tell pedestrians the time remaining to cross a street safely; and crosswalk markings and "in-street" pedestrian signs that focus the eyes of the driver on crosswalk activity.

The revised manual also includes new provisions to help pedestrians with disabilities. For example, the use of barriers to assist in safe navigation of walkways and audible devices to communicate sign information will assist visually impaired individuals. To improve safety for bicyclists, the manual calls for new bicycle lane markings and symbols.

The new manual will help improve safety for highway construction workers by requiring high-visibility clothing and greater use of barricade devices. It allows fluorescent pink

crashes, and other highway incidents, particularly in complex urban areas.

"While repairs and improvements are needed on our nation's streets and highways to enhance safety and mobility, we also must find the right practices that can help to reduce the vulnerability of construction workers and prevent death or injury," FHWA Administrator Mary E. Peters said.

The MUTCD assures consistency in traffic control devices so motorists know what to expect no matter where in the United States they travel. It is a part of FHWA's continuing efforts to improve the safety and operational efficiency of the transportation system for all Americans.

For more information contact Nancy Singer at: (202) 366-0660 ■

NHTSA Unveils Strategy to Reduce Impaired Driving, Sets Priorities for Immediate Future

Citing the lack of substantial improvement in the number of alcohol-related fatalities since the mid-1990s, the National Highway Traffic Safety Administration (NHTSA) released a high priority comprehensive departmental plan to significantly reduce impaired driving on the nation's roads in the coming years.

The report proposes a multi-disciplinary approach to address the complexities of the legal, social health and safety infrastructures involved in control of the impaired driving problem. The National Institutes for Alcohol Abuse and Alcoholism estimate the total cost of alcohol impairments, including medical consequences, crime, and accidental injury to be \$184.6 billion annually. The costs of alcohol-related motor vehicle fatalities account for 8.5 percent of this total.

The report also suggests generating vehicle-based solutions and improving the roadway environment. It identifies six critical countermeasures, all related to law enforcement and prosecution of DWI offenses, including specialized courts and strong alcoholic beverage control policy for minors. It offers five critical infrastructure initiatives for states to make their impaired driver control system more effective.

Key among the countermeasures cited in the report to address

impaired driving is high visibility traffic enforcement, enhanced support for DWI prosecution and adjudication, and medical screening of high-risk populations for alcohol



use problems. These three priorities will be the department's focus on impaired driving prevention in the immediate future.

"We already know what works to stop impaired driving," said NHTSA Administrator Jeffrey W. Runge, M.D. "These strategies will save lives today, if we work together to implement them in every community."

The report concludes, "NHTSA will continue to explore ways to achieve

effective collaborative efforts with those who have the biggest stake in this issue - the citizens of this nation that absorb the cost of this problem in medical costs, lost productivity and human suffering from the loss of loved ones - the victims of impaired driving."

The report joins previous reports on safety belt use, vehicle compatibility and rollover mitigation. All are now available on the agency's World Wide Web site at <http://www.nhtsa.dot.gov/IPTReports.html>, and also on the U.S. Department of Transportation's docket management system at <http://www.nhtsa.dot.gov/exit.cfm?link=http://dms.dot.gov/>.

The docket numbers for each of the respective reports are Safety Belt Use, NHTSA-2003-14620; Vehicle Compatibility, NHTSA-2003-14623; Rollover Mitigation, NHTSA-2003-14622; and Impaired Driving, NHTSA-2003-14621.

Written comments may be submitted to the Docket Management System, U.S. Department of Transportation, PL 401, 400 Seventh Street, S.W., Washington, DC 20590-0001. Comments also may be submitted to the docket electronically at <http://www.nhtsa.dot.gov/exit.cfm?link=http://dms.dot.gov/>. In every case, the comments should refer to the docket numbers. ■

VehicleViews

Federal Vehicle Policy Division (MTV)

The Federal Vehicle Policy Division's mission is to ensure the effective and efficient use of the Federal Government's 590,000 motor vehicles and the expenditure of close to \$2 billion annually on fleet operations through innovative policies, adoption of best practices, effective communication, and leading edge technologies.

Director

Russ Pentz
(202) 208-0572

Connie Aaron
(202) 208-7634

Jacquie Perry
(202) 501-3347

Senior Analyst

John (Q) Adams
(202) 501-0758

Laurie Feld
(202) 219-1821

Stewart Randall
(202) 501-4469

Senior Analyst

Mike Moses
(202) 501-2507

Ed Lawler
(202) 501-3354

Nate Reed
(510) 482-8904

Please address your questions or comments concerning Vehicle Views to the editor: Jacquie C. Perry (202) 501-3347 or by e-mail to Jacquie.Perry@gsa.gov

Graphic Design: Tom Pearlman
GSA Office of Citizen Services and Communications

<http://www.gsa.gov>

U.S. General Services Administration

GSA Office of Governmentwide Policy
Federal Vehicle Policy Division (MTV)
Washington, DC 20405

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